

F/O. J. H. Hill gave a very dashing show in a Blackburn B.2 trainer, his long full-throttle dives and wide-radius loops suggesting a fighter rather than a light training type.

Flt. Lt. Tommy Rose, in the Cape Town Falcon, put up a characteristic aerobatic exhibition, every manœuvre perfectly timed and executed. At the same time, and at lower altitude, Mr. F. G. Miles performed with the Miles Whitney Straight, doing some very convincing flaps-down loitering.

The Monospar S.T.18, or Croydon, handled by Flt. Lt. Schofield, gave its usual impressive exhibition, the spectacle of a "giant air liner," with its feet tucked up, going past at 210 m.p.h. and 100 ft. being definitely uplifting. One was also led to conjecture which would have won in a noise competition—the S.T.18 or British Airways' F.12 Fokker, which, in company with one of their D.H.86s and a Rapide, was engaged on joy-ride duties.

The High Spot

But it was left to the Gloster Gauntlets of No. 19 Squadron from Duxford to provide the real high spot of the display. Their flight aerobatics have been seen in public more than once, but the performance is so pluperfect that it can never pall. From the moment the three Gauntlets, tied together by short, beflagged cords, first come whining earthward from 3,000 ft. or so until they mutter in to land, cords still intact, their show is sheer joy to watch. The finest manœuvre of all is the upward flight roll, the three machines rolling as one about the axis of the leader as they rocket almost vertically skyward. With equal facility they half-roll off the top of a loop, wing-tips never more than three or four feet apart. The whole thing is a superb exhibition of interaction between mind and matter.

By contrast, yet equally admiration-compelling in a different way, came Mr. Clem Sohn's descent from an Air Commerce Dragon. A solid canopy of cloud prevented him descending from his usual 10,000 ft., and he had to depart from the Dragon as it flitted through the lower

layers at 5,000 ft. or so. His drop far more nearly approached a controlled flight than when we first saw him at Hanworth, and one realised the difference in his falling speed as soon as he shut his wings preparatory to opening his parachute, which somewhat vital process he delayed until he was within about 700 feet of the ground. Then the parachute appeared to catch in his gear as it opened, and he released his emergency 'chute, with only 200 ft. or so to spare. Hampered by the folds of the entangled canopy, he became involved with his wings as he touched down, unfortunately breaking an arm. All of which seems to suggest that he has some way to go before he can meet the feathered world on level terms.

Incidentally, Mr. Sohn was not the only casualty; the flight leader of the Gauntlets, at the end of their show, put his arm up to signal to his companions, and promptly had it dislocated by the slipstream.

To round off the flying programme, Flt. Lt. Colman demonstrated the Scorpio-engined Envoy, and Mr. Hordern gave a charming exhibition of the quiet Heston Phoenix.

Finally, Bell's Asbestos Company, Ltd., gave their fire-rescue demonstration, in which a gentleman in an asbestos suit sits with complete composure in a merrily burning aeroplane, and two others, similarly attired, "rescue" him after a suitably long period has been allowed to elapse. Mr. Noel-Brown, who came to complete the gruesome drama with the Monospar ambulance, told us that the "victim's" suit was so hot that they were unable to load him on the stretcher with bare hands.

While acknowledging the spectacular appeal of these demonstrations, and also their value in demonstrating that fire does not mean *finis* for the occupants of an aeroplane when such equipment is at hand, one wonders whether it is really a good thing to remind the public too often that crashed aeroplanes burn so nicely.

Be that as it may, the crowd enjoyed it, just as they had obviously enjoyed the rest of the show, and the urge to go joy-riding in British Airways' fleet was very manifest during the remainder of the evening.

HENDON, 1936

IT is the custom not to issue the complete programme of the R.A.F. Display—to be held this year at Hendon on June 27—until a few days before the event. The various rehearsals, however, offer some indication of what may be expected.

Judging from that staged at Hendon on Monday, it is the same, but nevertheless entertaining, old story of aerobatics, low attack, gunnery training and aerial skittles. But that is not all. The set piece (hear ye, oh lovers of noisy, smoky, destruction) is being revived and takes the form of an extremely sturdily-built and super-detailed factory, complete with massive smoke-blackened chimneys.

The new and experimental types park should be the most interesting for years. Several new fighters and bombers, including, in all probability, the Hawker and Supermarine monoplanes with speeds in excess of 300 m.p.h., the Fairey Battle and A. W. Whitley, will be there. Hitherto the fastest machines flown at any Display have been the Hawker Super Fury and Gloster Gladiator, both capable of rather more than 250 m.p.h.

For sheer excitement the low attack remains unchallenged. It appears that No. 32 (F) Squadron has specialised in ground

strafing, for this unit is demonstrating again this year, and presents one of the most brilliant examples of co-ordinated flying ever seen at any display.

The Overstrand in its combat with a flight of Furies seems to become more agile with age. Never has it or its precursor, the Sidestrand, looped and stall-turned so frequently and effectively.

A novelty will be an exhibition of obsolete aircraft which will enable everyone to see at a glance just how great has been the advance in design in late years.

British Aircraft Exports Record

DURING 1935 British exports of aircraft reached a total of £2,721,441, the highest on record. This amount exceeded the 1934 total by £800,339.

Of the 1935 total, £1,137,026 worth of aircraft and components went to European countries; £1,007,661 to British possessions overseas; £161,308 to the U.S.A., Central, and South America; £357,419 to the Near East; and £64,017 to the Far East.

Forthcoming Events

- June 13-14. Opening of Brighton, Hove and Worthing Airport International Rally.
- June 13-19. Hungarian Pilots Pic-Nic.
- June 27. Royal Air Force Display, Hendon.
- July 2-5. Belgian Aviation Clubs: Tour Aerien Belgique.
- July 10 and 11. R.Ae.C.: King's Cup Race.
- July 18. Portsmouth Aero Club: Isle of Wight Race.
- July 23-26. R.Ae.C. Week-end Aerien.
- August 1. Cinque Ports Club: Folkestone Trophy Race.
- August 1-3. Yorkshire Gliding Club: Open Meeting.
- August 2-15. Yorkshire Gliding Club: Instruction Camp.
- August 3. Ramsgate Airport: Pou-du-Ciel Race.
- August 8. Reading Aero Club: Northesk Cup Competition for Women Pilots.

- August 15-30. Yorkshire Gliding Club Open Meeting and Competitions.
- August 22. Midland Aero Club: "At Home" and Contact Air Race.
- August 29-30. Cinque Ports Club: International Rally and Wakeneld Cup Race.
- August 29-Sept. 6. British Gliding Association: Annual Competition, Gt. Hucklow, Derbyshire.
- August 30. Gordon Bennett Balloon Race, Poland.
- September 5-6. Aero Club of Hungary: Week-end Aerien.
- September 12. London Aeroplane Club: Hatfield Garden Party.
- September 13. Aero Club de France: Coupe Deutsch Race.
- September 15. London-Johannesburg Race.
- September 20. London Air Park Club: Display.
- October 25. Aero Club de France: Saigon Race.
- November 13-29. International Aero Exhibition, Paris.